



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

**Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies**

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AGENDA ITEM 8c
HCAOG Board Meeting
November 20, 2025

DATE: November 11, 2025
TO: HCAOG Policy Advisory Committee (PAC)
FROM: Brendan Byrd, Executive Director
SUBJECT: **2026 Regional Transportation Improvement Program (RTIP)**

STAFF REPORT

Contents:

- Staff Recommended Action
- Staff Summary
- Draft 2026 Regional Transportation Improvement Program
- Resolutions 25-22 and 25-23
- Response to CRTP Comments – City of Fortuna

Staff's Recommended Action:

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:
“I move that the PAC recommend the HCAOG Board approve Resolution 25-22 amending the Regional Transportation Plan to include the Hawthorn and Humboldt Bike Boulevard and Francis Street Rehabilitation Project and approve Resolution 25-23 adopting the 2026 Regional Transportation Improvement Program (RTIP) and direct staff to submit the RTIP to Caltrans and the California Transportation Commission.”

Staff Summary:

Each Regional Transportation Planning Agency, including HCAOG, is required to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC) by December 15th of every odd numbered year for inclusion in the State

Transportation Improvement Program (STIP). The STIP is a biennial five-year plan adopted by the CTC for future allocations of state transportation funds for road and transit improvements. The CTC provides an estimate of STIP shares for each region.

The CTC identified new programming capacity for the Humboldt County Region of \$2,523,000, which includes \$189,000 of Planning, Programming, and Monitoring (PPM) funding, with a maximum programming limit of \$5,293,000. Regions may request programming beyond the target, but within the maximum limit. Any programming beyond the target comes out of future STIP cycles. PPM funding comes to HCAOG for regional transportation planning, RTIP preparation and monitoring and program development.

In September HCAOG issued a call for projects and received eight (8) requests from six (6) jurisdictions. The total list of projects and the funding amounts recommended by the TAC and reviewed by the Board at the October meetings, are presented in the table below.

Agency	RTIP Priority	Project Title	RTP Priorities¹	Total Funding Request	TAC Recommended Funding
Arcata	4	South Arcata Multi-Modal Safety Improvements Plan (SAMSIP)	MS, A, VZ, FF	\$1,140,000	\$700,000
Blue Lake	1	Blue Lake Truck Route – Phase II	MS, A, VZ, FF	\$2,768,000	\$625,000
Eureka	2	Hawthorn and Humboldt Bike Boulevard	MS, VMT, A, VZ	\$850,000	\$750,000
Ferndale	N/A	Shaw Avenue, Main Street to Berding Street	FF	\$695,565	-
Ferndale	3	Francis Street – Francis Creek to Eugene Street	FF, A	\$481,098	\$425,000
Ferndale	N/A	Ocean Avenue – Main Street to Portuguese Hall	FF	\$249,243	-
Fortuna	5	Kenmar/Ross Hill Road Intersection Improvements	MS, A, VZ, FF	\$550,000	\$500,000
Trinidad	N/A	Edwards Street Pavement Rehabilitation	FF	\$660,000	-
Total				\$7,393,906	\$3,000,000

¹ MS = Mode Shift, VMT = Lowers VMT, A = Access to Destinations, VZ = Vision Zero, FF = Fix it First

Staff will note that the funding recommendations presented above and in the draft RTIP (attached) are the same as were presented at the October Board meeting. One item of note in the draft RTIP that was not presented at the October meeting is that HCAOG is required to prioritize the proposed projects in the RTIP. The purpose of prioritization at this level is to communicate to the CTC which projects to fund first, should funding in any given fiscal year be more or less than what is anticipated. Staff developed a draft prioritization framework to be included in the RTIP. The framework includes prioritizing construction projects first, with an emphasis on projects that are ‘shovel ready’. The draft prioritization is presented in the table above. The TAC reviewed the draft RTIP at their November meeting, wherein they recommended that the HCAOG Board approve the draft RTIP (including the project prioritization as presented) and amend the 2022 Regional Transportation Plan to include the projects nominated by the Cities of Eureka and Ferndale.

TAC Discussions and Public Comments

At the October HCAOG Board meeting when the draft STIP funding recommendations were presented, the HCAOG Board took public comment from the Coalition for Responsible Transportation Priorities (CRTP). Specifically, CRTP took exception to the project proposed by the City of Fortuna, the Kenmar and Ross Hill Road Intersection Improvement Project. CRTP also continues to take exception to the process the TAC uses to arrive at project funding recommendations to be presented to the Board. While the Board directed staff to proceed in developing the draft RTIP with the TAC’s funding recommendations, the Board also asked that the TAC specifically consider the comments received at the October 16th Board meeting.

At the TAC’s November meeting staff presented the draft RTIP as noted above and asked that the TAC discuss/consider the comments from CRTP. As it pertains to the comment on the project nominated by the City of Fortuna, several TAC members took exception to the comment noting that bike lanes and pedestrian features are included, and that the intent of the roundabout design will be to provide functionality equivalent to the other roundabouts that have been constructed or are in design across the region. Additionally, the TAC noted that congestion, operations, and safety is an issue now and not just in a future development scenario, and that Caltrans’ closure of the Drake Hill highway interchange approximately 15-years ago served to further exacerbate the issue. In addition to the discussion at the TAC meeting, the City of Fortuna sent to HCAOG a response to comments, which staff have included as an attachment to the staff report. The City acknowledges that the current plans are ‘conceptual-level diagrams’ which are not intended to portray final design. The City has committed in their response to include all non-motorized elements to the greatest extent feasible, which is consistent with the current design intent of the project.

As it pertains to the process of project funding recommendations, the TAC continues to caution against a metric-driven project funding framework. Applying a more rigid framework could make it more difficult to advance necessary projects with differing needs across the region, which is already made exceptionally difficult with how limited the funding has become.

RTIP Schedule

After Board approval, staff will collect Project Programming Request forms from the proposing jurisdiction which will be added to the RTIP appendices and compile the final RTIP to submit to the CTC prior to the December 15th deadline. After several hearings, the CTC is scheduled to adopt the STIP in March 2026. Once adopted, the 2026 STIP will be effective starting Fiscal Year 2026-27.

Requested Action

Staff recommend that the PAC recommend the HCAOG Board amend the Regional Transportation Plan (*VROOM 2022-2024*) to include the Hawthorn and Humboldt Bike Boulevard and Francis Street Rehabilitation Project and adopt the 2026 Regional Transportation Improvement Program.